

EXTENSIONS OF REMARKS

TIME TO REEXAMINE ELECTORAL PROCESS AND PROCEDURES

HON. MIKE HONDA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. HONDA. Mr. Speaker, today I express my concerns over the difficulties that arose during our voting and ballot counting process in this most recent presidential election. It is undisputed that the presidential candidate who received more popular votes on Election Day, November 7, 2000, was not elected to the nation's highest office. However, our Constitution allows for this anomalous result. While the Electoral College system may need to be reviewed, I believe the most troubling aspect of this result was that the voting process and procedure failed a great number of American voters. From allegations of voter intimidation, voter confusion, to the now infamous Votomatic punch systems, process and procedural problems abounded. We are now in the 21st Century, and as a Representative from the Silicon Valley, I know that the technological creativity and innovation exist to solve these problems. We must be willing to research, test and implement reliable technologies to the way in which we conduct elections.

The right to vote is one of the most cherished and fundamental rights we have in our great nation. There are a myriad of ways in which a voter may become disenfranchised and the passage of the Voting Rights Act of 1965 was a milestone in the protection of this right. Now, 35 years later we have learned that even more is needed to protect our right to vote and have our vote counted. Mr. Speaker, as has been stated by many of my colleagues who are concerned about this issue it is nothing less than the integrity of the vote in America that we in Congress must now work together to protect.

IN RECOGNITION OF MR. DAVID M. LANEY

HON. TOM DeLAY

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. DELAY. Mr. Speaker, today I recognize Mr. David M. Laney, who will soon complete his term as a member of the Texas Transportation Commission. Governor George W. Bush appointed Mr. Laney to the commission in April 1995, designating him its chairman and Commissioner of Transportation. In April 2000, he stepped down as Commissioner of Transportation, serving the remainder of his term as a member of the commission.

During his term on the commission, Mr. Laney has been the champion of the State's efforts to increase the state's share of federal transportation dollars returning to Texas. He

was instrumental in promoting the STEP 21 Coalition's successful efforts to guarantee that every state receive a fairer return on its contributions to the Highway Trust Fund. As a result, the Transportation Equity Act for the 21st Century (TEA 21) provides a guarantee of at least a 90.5 percent return. When this guarantee was combined with a significant increase in national highway program funding and the use of more real world funding formula factors, Texas received an increase of more than \$700 million annually in federal highway funds. In addition, he promoted increased federal funding for the nation's general aviation and reliever airports, which Congress provided in the historic Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21). Finally, Mr. Laney has been a strong advocate for the state's small urban and rural transit systems, working with Congress to provide much needed discretionary funding to address the vehicle replacement needs of these vital transportation systems, the most extensive in the nation. With these additional funds for Texas transportation programs, the commission will be better able to meet the tremendous transportation demands of the growing regional and international trade traffic in Texas.

With a look to the future, as Commissioner of Transportation Mr. Laney led the Texas Department of Transportation in its efforts to obtain the flexible financing tools it needs to help address the multitude of transportation needs in Texas. He was successful in working with the Texas Legislature to create the Texas Turnpike Authority Division of the department, which provides toll-funding options for the state's major transportation projects. With this strong support and encouragement, the division has applied for and expects to receive an \$800 million loan under the federal Transportation Infrastructure Finance and Innovation Act for a major Central Texas turnpike project. Under Mr. Laney's leadership, the commission has used the Texas State Infrastructure Bank, authorized under the National Highway System Designation Act of 1995, to provide needed assistance to localities to help move forward important transportation projects. Mr. Laney also initiated a major Texas border strategy, which provides more than \$1.8 billion in priority highway funding to the state's border region to address the demands of international trade traffic.

Throughout his tenure on the commission, Mr. Laney has provided strong, confident, and visionary leadership to the Texas Department of Transportation, promoting the development of a first-class Texas transportation system. His legacy is a transportation agency with a menu of solid financial and operational tools to provide a safe, effective, and environmentally sensitive transportation system for the people of Texas and the nation. His dedication to transportation and his strong leadership on the commission will be missed.

Mr. Speaker, I know my fellow Texans join me in this expression of appreciation to David Laney for his exemplary leadership. I urge my

colleagues to join me in congratulating him and wishing him the best in his future endeavors.

PERSONAL EXPLANATION

HON. WILLIAM M. THOMAS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. THOMAS. Mr. Speaker, I was absent for rollcall vote Nos. 3 and 4 on January 3, 2000. Had I been present, I would have voted "no" on rollcall No. 3 and "yes" on rollcall No. 4.

INTRODUCTION OF THE BINATIONAL GREAT LAKES-SEAWAY ENHANCEMENT ACT OF 2001

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. OBERSTAR. Mr. Speaker, on January 3, I introduced legislation, the Binational Great Lakes-Seaway Enhancement Act of 2001, to improve the competitiveness of the Great Lakes-St. Lawrence Seaway system and restore its vitality.

Since the opening of the St. Lawrence Seaway more than 40 years ago, the Great Lakes-St. Lawrence Seaway system has become a vital transportation corridor for the United States. The Seaway connects the Great Lakes with the Atlantic Ocean and makes it possible to ship manufactured products from our industrial Midwest and grains from the Upper Plains directly to overseas markets. Benefits of efficient operations of this transportation route are not limited to the Great Lakes region but extend throughout the United States. Congress recognized the broader impacts and, accordingly, designated the Great Lakes as America's fourth seacoast in 1970.

The Great Lakes region and the international markets recognized the system's potential, as evidenced by the sharp rise in vessel and cargo traffic through the Seaway after its opening in 1959. Unfortunately, that potential was never fulfilled. The upward trend in cargo traffic peaked around 1977-79. It then went into a long decline, precipitated in part by a nationwide economic recession that hit the manufacturing sector particularly hard, and prolonged in part because of capacity constraints imposed by the Seaway.

Locks on the Seaway and the Great Lakes were built as long ago as 1895. New locks constructed for the Seaway between the mid- and late-1950s, as authorized by Congress in 1954, were built to the same size as those completed in 1932. Locks and connecting channels were limited to 27 feet of draft. Because vessel size had grown over time, Seaway facilities were too small on opening day to

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

serve the commercial fleet then in existence. Today, they are capable of accommodating no more than 30% of the world's commercial fleet. An undersized Seaway that denies large, specialized, and efficient vessels access to the system will prevent U.S. products, especially those from the Great Lakes region, from competing effectively in the global economy.

In addition to declining traffic, inadequate investment in Seaway infrastructure caused the mix of cargoes shipped through the system to be transformed from one that was diverse to one composed largely of low-value commodities. Although the trend of cargo tonnage through the system turned up once again in 1993, current cargo mix consists of essentially steel coming to the Great Lakes region from abroad, grains going overseas, and iron ore and coal moving from one port to another within the region. Since the late 1980s, industrial manufacturing in the United States has recovered through investment in technology and corporate restructuring. Industrial production is flourishing once more in the Great Lakes region; Midwest economies are booming. Yet, only a small volume of high-value finished goods is shipped through the system. The Great Lakes region, therefore, has not been able to participate fully in this resurgence of economic strength due to limitations in the Seaway's capacity.

As we enter a new millennium, it is fitting that the Great Lakes-Seaway system is given an opportunity to modernize its structure and facilities so that it can compete on an equal footing with other transportation routes such as coastal ports and the Mississippi River. The United States has great seaports on its Atlantic, Pacific, and Gulf Coasts. The Mississippi River, likewise, is an extremely vital inland maritime transportation artery in the mid-section of the country. A competitive and successful Great Lakes-Seaway system would complement these other major transportation routes. The United States would greatly benefit in global competition by such a balanced national maritime transportation system.

The Seaway differs from the other transportation routes in one crucial aspect, however. Whereas the coastal seaports and the Mississippi River navigation channel were developed with substantial assistance from the federal government, the Seaway was required initially to repay the costs of its construction with interest. The Seaway, therefore, was hampered in its ability to compete successfully from the start. Not only was it built undersized, it was also saddled with great debts. Years later when Congress forgave the debts, the damage has already been done.

Throughout my service in the Congress, I have tried to help the Great Lakes-Seaway system better position itself in competition for commercial transportation. For more than 4 years, I have been working closely with interested parties in the Great Lakes maritime transportation community and the infrastructure investment finance sector in the United States and Canada to develop a proposal to allow the Seaway to reach its full potential, to guarantee the future viability of the Seaway, and to continue economic development of the Great Lakes region.

The bill I introduced on the first day of this Congress, the Binational Great Lakes-Seaway Enhancement Act of 2001, was developed in concert with the Honorable Joe Comuzzi, a close friend of mine and a member of the Ca-

nadian Parliament whose Thunder Bay, Ontario Riding (district) is adjacent to mine. It would establish the foundation, create the conditions, and provide the resources to permit the system to achieve its full potential. The bill would authorize the creation of a binational authority to operate and maintain the Seaway. It would also provide for the establishment of a non-federal credit facility to offer financial and other assistance to the Seaway and Great Lakes maritime communities for transportation-related capital investments.

Specifically, the legislation would establish a binational governmental St. Lawrence Seaway Corporation by combining the existing, separate U.S. and Canadian agencies that operate each country's Seaway facilities. It would require the Corporation's top management to run the Seaway in a business-like manner. It would transfer Seaway employees and the operating authority of Seaway assets to the Corporation. It would provide significant labor protection for current U.S. Seaway employees, whether or not they transfer to the Corporation. It would offer incentives for employment and pay based on job performance. It would set forth a process for the Corporation to become financially sustainable. At the same time, it would provide the United States with ample oversight authority over the Corporation.

Through merger of the two national Seaway agencies into a single binational authority, we could eliminate duplication and streamline operations. Improved efficiency would reduce government's cost of operating the Seaway. Moreover, a unified Seaway agency would reduce regulatory burden and help cut the sailing time of ships through the system. This latter efficiency improvement would positively affect the bottom line of Seaway users. All of these efficiencies would make the system a more competitive and viable transportation route for international commerce.

The Great Lakes and the Seaway should be considered as an integrated system in maritime transportation. Improvements to the Seaway infrastructure alone would not be sufficient to deal with the efficiency and competitiveness problems facing the Great Lakes-Seaway system. Quite the opposite, improvements to the Seaway could stress the capacity of ports on the Great Lakes. A comprehensive approach is necessary to address the system's investment needs.

My legislation would provide for the establishment of a Great Lakes Development Bank. It would outline in broad terms the structure of Bank membership. To ensure no taxpayer liability, this legislation would prohibit the United States and the St. Lawrence Seaway Corporation from becoming members of the Bank. It would specify eligible projects for financial and other assistance from the Bank. It would define the forms of such assistance. It would require recipients of Bank assistance, states or provinces in which such recipients are located, contractors for projects financed with Bank assistance, and localities in which such contractors are located to become Bank members to broaden the Bank's membership base. It would establish an initial capitalization level for the Bank, and would provide as U.S. contributions \$100 million in direct loan and up to \$500 million in loan commitments that could be drawn upon to meet the Bank's credit obligations. It would set interest on U.S. loans to the Bank at rates equal to the current average

yield on outstanding Treasury debts of similar maturity plus administrative costs to preclude taxpayer subsidy to the Bank. It would allow the United States to call loans to the Bank if the Bank is not complying with the objectives of this legislation, and would provide specific limitations on United States' liability to protect our interests.

Mr. Speaker, my legislation is intended to make the Great Lakes-Seaway system a more efficient, competitive, and viable transportation route. Such a system will enable our manufacturers to bring their goods to the world market at reduced cost, making U.S. products more competitive in the global economy. This is a sensible bill; it is a good-government bill. A similar bill was introduced in the last Congress. The Committee on Transportation and Infrastructure has held one hearing on that bill. Changes have been made to the proposal to reflect suggestions made by witnesses at the hearing. As a result, this is an improved bill. We should all support it. I hope Members will join me in co-sponsoring this legislation and moving it forward. This bill should be enacted this year to help prepare the Great Lakes-Seaway system for competition and trade in the 21st century.

TRIBUTE TO REVEREND DR.
MARTIN LUTHER KING, JR.

HON. BENJAMIN A. GILMAN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. GILMAN. Mr. Speaker, in just a few days we Americans will be commemorating the birthday of one of the outstanding citizens of the 20th century. I was pleased many years ago to be one of the original sponsors of the legislation making his birthday a national holiday, and I urge all Americans to commemorate January 15th with appropriate ceremonies.

We should all avail ourselves of this opportunity to once again honor the legacy of the Rev. Dr. Martin Luther King Jr. With it now being nearly 33 years since his life was senselessly snuffed out by an assassin in Memphis, Tennessee, it is more important than ever that all Americans, especially our young people who have no personal recollection of Dr. King's moral leadership, are reminded of his significant contributions and his message.

Regrettably, many Americans view Martin Luther King Day as a holiday just for African-Americans. Reverend King would have been the first person to repudiate that attitude, for his message was for all people, of all races, creeds, colors and backgrounds. His message is universal and should be heeded by all citizens of America and, in fact, all citizens of the world.

Dr. King contributed more to the causes of national freedom and equality than any other individual of the 20th century. His achievements as an author and as a minister were surpassed only by his leadership, which transformed a torn people into a beacon of strength and solidarity, and united a divided nation under a common creed of brotherhood and mutual prosperity.

It was Dr. King's policy of nonviolent protest which served to open the eyes of our Nation

to the horrors of discrimination and police brutality. This policy revealed the Jim Crow laws of the South as hypocritical and unfair, and forced civil rights issues into the national dialectic. It is due to the increased scope and salience of the national civil rights discussion that the movement achieved so much during its decade of our greatest accomplishment, from 1957 to 1968.

It was in 1955 that Dr. King made his first mark on our nation, when he organized the black community of Montgomery, Alabama during a 382-day boycott of the city's bus lines. The boycott saw Dr. King and many other civil rights activists incarcerated as "agitators," but their efforts were rewarded in 1956, when the U.S. Supreme Court declared that the segregation practices of the Alabama bus system were unconstitutional, and demanded that blacks be allowed to ride with equal and indistinguishable rights. The result proved the theory of nonviolent protest in practice, and roused our Nation to the possibilities to be found through peace and perseverance.

In 1963, Dr. King and his followers faced their most ferocious test, when they set a massive civil rights protest in motion in Birmingham, Alabama. The protest was met with brute force by the local police, and many innocent men and women were injured through the violent response. However, the strength of the police department worked against the forces of discrimination in the nation, as many Americans came to sympathize with the plight of the blacks through the sight of their irrational and inhumane treatment.

By August of 1963 the civil rights movement had achieved epic proportions, and it was in a triumphant and universal air that Dr. King gave his memorable "I Have a Dream" speech on the steps of the Lincoln Memorial. In the next year, Dr. King was distinguished as Time magazine's Man of the Year for 1963, and he would later be awarded the Nobel Peace Prize for 1964.

Throughout his remaining years, Dr. King continued to lead our nation toward increased peace and unity. He spoke out against the Vietnam war, and led our Nation's War on Poverty. To Dr. King the international situation was inextricably linked to the domestic, and thus it was only through increased peace and prosperity at home that tranquility would be ensured abroad.

When Dr. King was gunned down in 1968 he had already established himself as a national hero and pioneer. As the years passed his message continued to gather strength and direction, and it is only in the light of his multi-generational influence that the true effects of his ideas can be measured. Dr. King was a man who lacked neither vision nor the means and courage to express it. His image of a strong and united nation overcoming the obstacles of poverty and inequality continues to provide us with an ideal picture of the "United" states which still fills the hearts of Americans with feelings of brotherhood and a common purpose for years to come.

Accordingly, Mr. Speaker, I urge my colleagues to bear in mind the courageous, dedicated deeds of Rev. Dr. Martin Luther King Jr., and to join together on Monday, January 15, 2001, in solemn recollection of his significant contributions for enhancing human rights

throughout our nation and throughout the world.

BUD SHUSTER ANNOUNCES RETIREMENT

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. SHUSTER. Mr. Speaker, twenty-eight years ago it was my great privilege to win my first nomination to the United States Congress from the 9th District of Pennsylvania. Since that memorable moment, it has been an even greater privilege to receive both the Republican and Democratic nominations nine times, a record never before achieved in Pennsylvania's history. For that opportunity to serve my country and the people of our region, I shall be forever grateful.

In recent months, both my wife, Patty, and I have been in hospitals with different health scares. While we remain optimistic, these experiences have caused me to re-evaluate my priorities and responsibilities.

On April 6th, when the President signed my AIR-21 aviation act for the 21st century, I realized I had reached the pinnacle of my Congressional career. That landmark legislation, coupled with my TEA-21 highway, transit and safety Act, which became law the previous year, is the realization of my long and sometimes lonely battle to unlock America's major transportation trust funds so we could re-build the nation's transportation systems for the 21st century. And last month we finally got our Water Resources bill signed into law, including the Everglades, the largest environmental restoration project in the world.

Having achieved these goals, after meeting with my family, we have decided now is the time for me to retire from Congress, as my Chairmanship of the largest and most productive committee in Congress comes to a close. While the scars of a hundred battles have taken a toll on both my family and me, in perspective, they are insignificant compared to the opportunities to do good things for people, or the broken neck I sustained in the course of my Congressional duties. All things considered, we decided now is the time to smell the roses while we still can.

Like my boyhood baseball idol, Lou Gehrig, I consider myself the luckiest man on the face of the earth—to have realized my dream of becoming a U.S. Congressman. The opportunities to help thousands of people, to author major legislation to re-build America, to serve as the Chairman of the largest Committee in the history of Congress, and to have served as the Ranking Member of the Intelligence Committee during our historic victory in the Cold War, all have exceeded my fondest expectations.

Having decided to retire, it is neither in the best interests of my constituents, nor in my nature, for me to linger on as a "lame duck". By retiring at the end of this month, effective January 31st, the Governor can call a special election to quickly elect my successor for the new Congress. During the interim, our Congressional offices will continue to be staffed by the current employees to serve our District.

To paraphrase Thomas Jefferson, now is the time for me to return to that higher station in life—that of a private citizen. My prayer is that God may bless America and the wonderful people who have supported me and my family through these many years.

INTRODUCTION OF A BILL TO DESIGNATE THE EIGHTMILE RIVER IN THE STATE OF CONNECTICUT FOR STUDY FOR POTENTIAL ADDITION TO THE NATIONAL WILD AND SCENIC RIVERS SYSTEM

HON. ROB SIMMONS

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. SIMMONS. Mr. Speaker, today I introduce my first legislative initiative—a bill to study the inclusion of Connecticut's Eightmile River as part of the National Wild & Scenic Rivers System.

Eastern Connecticut is fortunate to have a wealth of natural beauty, such as the Eightmile River. The Eightmile River and the watershed it supports is an outstanding ecological system. The river has been identified as an exemplary occurrence of one of Connecticut's most imperiled natural communities. Its streams are free-flowing, contain excellent water quality and a diversity of aquatic habitats and fish species, including native and stocked trout. The Eightmile River is also an important recreational resource and figures prominently in the character of the communities in which it flows.

Unfortunately, the Eightmile River is not likely to remain in outstanding condition without a concerted community effort to protect it.

That's why on my very first day in Congress, I am introducing a bill authorizing the National Park Service to study and determine whether the Eightmile River is eligible for designation as a National Wild and Scenic River—beginning the process of achieving some of the strongest river protection possible while also meeting community and landowner needs.

For more than 30 years, the National Wild and Scenic Rivers Act has safeguarded some of the nation's most precious rivers. The Wild and Scenic Rivers Act pronounced that certain select rivers of the nation that possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values, shall be preserved in free-flowing condition, and that they shall be protected for the benefit and enjoyment of present and future generations. Designated rivers receive protection to preserve their free-flowing condition, to protect the water quality and to fulfill other vital national conservation purposes. I believe Connecticut's Eightmile River possesses all of these qualities, deserves all of these protections and should be looked at by the National Park Service as a important addition to the National Wild and Scenic River System.

I am very proud to submit this legislation at the request of my constituents in East Haddam, Salem and Lyme and honored to have the strong support of my colleagues from Connecticut.

THE SCIENCE AND TECHNOLOGY
EDUCATION PARTNERSHIP AND
THE STEP ONE CONFERENCE

HON. KEN CALVERT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. CALVERT. Mr. Speaker, today I speak not only as a member of the House of Representatives, but as a proud member of a very important organization that is making a difference in my district. The Science and Technology Education Partnership (STEP) was recently established to inspire students to pursue careers in science, math, engineering and technology throughout the Riverside community, the state of California and the nation.

On November 3, 2000, STEP sponsored "STEP One: The Congressional Conference on Science and Technology Education." This wonderful conference allowed local students, teachers, community and civic leaders, scientists and high-tech entrepreneurs an opportunity to meet and discover the importance of math and science education.

It was inspiring to see the faces of nearly 1,000 students light up with excitement during the conference's student program which included NASA Astronaut Vance Brand, chemical experiments and a 'life in space' space science presentation.

I was honored to present National Teachers Hall of Fame inductee, Jaime Escalante, with the inaugural STEP Award. The panel discussion focusing on the gap between math and science education and the needs of the high-tech sector was an enlightening finale to the conference.

On behalf of everyone involved in the STEP Conference, I would like to give a special thanks to those who sponsored the event including: Complas, The Business-Press, Bourns, DynCorp, Naval Warfare Assessment Station, General Atomics, California Space and Technology Alliance, The Gas Company and Vertigo.

Lastly, Mr. Speaker, I would like to give praise to those who volunteered their time and energy to get the STEP foundation up and running. My fellow board members of the STEP foundation have all greatly contributed to this effort, they include: Steve Berry, Dave Bernal, Linda Burk, Dr. Damon Castillo, Troy Clarke, Dr. James Erickson, Dr. Susan Hackwood, Dr. Joseph Norbeck and Brian Wagner.

ANNOUNCEMENT OF THE 2001 CON-
GRESS-BUNDESTAG/BUNDESRAAT
EXCHANGE

HON. RALPH REGULA

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. REGULA. Mr. Speaker, since 1983, the U.S. Congress and the German Bundestag and Bundesrat has conducted an annual exchange program for staff members from both countries. The program gives professional staff the opportunity to observe and learn about each other's political institutions and interact on issues of mutual interest.

A staff delegation from the United States Congress will be selected to visit Germany

during April 1 to April 15 of this year. During the two week exchange, the delegation will attend meetings with Bundestag Members, Bundestag party staff members, and representatives of numerous political, business, academic, and media agencies. Participants also will be hosted by a Bundestag Member for a district visit.

A comparable delegation of German staff members will visit the United States for two weeks in July. They will attend similar meetings here in Washington and visit the districts of Congressional Members.

The Congress-Bundestag Exchange is highly regarded in Germany and is one of several exchange programs sponsored by public and private institutions in the United States and Germany to foster better understanding of the politics and policies of both countries. This exchange is funded by the U.S. Department of State's Bureau of Educational and Cultural Affairs.

The U.S. delegation should consist of experienced and accomplished Hill staff who can contribute to the success of the exchange on both sides of the Atlantic. The Bundestag reciprocates by sending senior staff professionals to the United States.

Applicants should have a demonstrable interest in events in Europe. Applicants need not be working in the field of foreign affairs, although such a background can be helpful. The composite U.S. delegation should exhibit a range of expertise in issues of mutual concern in Germany and the United States such as, but not limited to, trade, security, the environment, immigration, economic development, health care, and other social policy issues.

In addition, U.S. participants are expected to help plan and implement the program for the Bundestag staff members when they visit the United States. Participants are expected to assist in planning topical meetings in Washington, and are encouraged to host one or two Bundestag staffers in their Member's district in July, or to arrange for such a visit to another Member's district.

Participants are selected by a committee composed of personnel from the Bureau of Educational and Cultural Affairs of the Department of State and past participants of the exchange.

Senators and Representatives who would like a member of their staff to apply for participation in this year's program should direct them to submit a resume and cover letter in which they state their qualifications, the contributions they can make to a successful program and some assurances of their ability to participate during the time stated. Applications may be sent to Connie Veillette in Congressman REGULA's office, 2306 Rayburn House Building by noon on Thursday, February 15.

IN TRIBUTE TO DAVID E. NESBITT

HON. ELTON GALLEGLY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. GALLEGLY. Mr. Speaker, I wish to pay tribute to David E. Nesbitt, a personal friend who has retired from the Federal Bureau of Investigation after 31 years of dedicated service, the last 2½ of which he served as supervisor of the Ventura Resident Agency, in my district.

Supervisory Special Agent Nesbitt became a special agent in 1969 and was assigned to San Antonio and Austin, Texas. At the end of 1970, he was transferred to the Los Angeles Field Office, where he handled a variety of white collar crime investigations for much of the next 10 years.

In 1980, he was assigned to the San Fernando Valley Resident Agency, where he specialized in major financial institution fraud investigations. He then returned to the Los Angeles Field Office in 1985 to join the Financial Institution Fraud Squad.

David's success in bringing white collar criminals to justice was rewarded in 1990, when he was promoted to supervise a new squad designed to handle investigations into failed financial institutions. During the next eight years, David coordinated investigations into more than 130 financial institutions that failed within the Central District of California.

In June of 1998, he arrived in Ventura County. As supervisor of the Ventura Resident Agency, David initiated a new Ventura County Crime Task Force composed of nine federal, state and local agencies. He coordinated the FBI portion of the investigation into the January 31, 2000, tragic crash of Alaska Airlines Flight 261 off the Ventura County coast.

David is a longstanding member of the Southern California Fraud Investigators Association and a contributor to the Western League of Savings Annual Training Seminar. He initiated the annual FBI Fraud Seminar to benefit the financial community and, last year, was recognized as the Construction Battalion Center Summerfest 2000 Honoree for Community Service.

There is one aspect of David's life to which he has devoted more years than to the FBI—his marriage to Larane. David and Larane married in September of 1967. They are the proud parents of four adult children: twins Amy and David; Lara; and Shannon.

Mr. Speaker, I know my colleagues will join me in thanking David for more than three decades of service dedicated to protecting our neighbors, and in wishing him and his family many joyous years ahead.

SALUTE TO FIREFIGHTER STEVE
HALL

HON. JOE BACA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. BACA. Mr. Speaker, I would like to salute Steve Hall, the Montclair Fire Department Firefighter of the Year.

Our brave firefighters do a hero's work, exposing themselves to danger, in acts of selfless heroism.

Steve was nominated by his peers for his exemplary work, both within and outside the Department. Steve has been employed by the Montclair Fire Department for 22 years, presently holding the rank of Firefighter, and a certification to act as a Fire Engineer.

Steve has been involved in a number of volunteer efforts. This past summer, Steve served on a mission to Thailand, to aid the victims of land mines and military conflict. When Steve was in the Army, over 22 years ago, he worked in an orthopedic shop making prosthetic limbs. Steve contacted a former

army colleague, Richard Fite, who owns the Brace Place. Richard aided Steve in learning and teaching proven techniques to provide amputees in Third World Countries with new prosthetic limbs. Steve raised the funds to go to Thailand on his own and donated his time, including taking his personal time off to go and help the unfortunate in Thailand.

Steve has also served on the Executive Board of the Montclair Firefighters' Association. He is quick to volunteer his time for Association matters, from staffing the cooking trailer to working for members to allow them to attend a class sponsored by the International Association of Fire Fighters or the California Professional Firefighters. Steve is always there, and can always be counted on.

Happily married for twenty years to his lovely wife, Theresa, together they are blessed with two fine children, Andrew Joseph and Kathryn Rose. We in the Congress salute him for his selfless efforts and achievements.

TRIBUTE TO BRIGADIER GENERAL
HOMER A. BOUSHEY, USAF (RETIRED)

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Ms. ESHOO. Mr. Speaker, I wish today to celebrate the life of a distinguished American and a beloved Californian, Brigadier General Homer A. Boushey, USAF (Retired).

Brigadier General Boushey died on December 22, 2000, at the age of 91. He was a native of San Francisco and a graduate of Stanford University. He enlisted as a flying cadet at Randolph Field, Texas, where he became interested in Robert H. Goddard's studies of extreme altitude flying. He flew a postal route between Cleveland and Newark in an open cockpit bi-plane, and then returned to San Francisco where he flew bi-planes from Crissy Field. He was awarded the Distinguished Flying Cross for his heroism in bringing in a Douglas O-46 with damage to both ailerons and the main wing spar. With the outbreak of World War II, Boushey was assigned to a P-40 Pursuit Group, but was soon transferred to Research and Development to work on the development of jet engines and was instrumental in the development of the revolutionary Lockheed P-80.

His life history is a litany of "firsts" and of honors bestowed. He commanded the first U.S. jet fighter group, and held briefly the "over-water" air speed record. He was listed in the Aerospace Museum's 1959 Laureates Hall of Fame for his efforts on behalf of a military space program and he was invited to the President's Astronauts' Dinner after the successful moon landing.

Brigadier General Boushey, an ardent advocate of a strong national defense, was an early opponent to U.S. involvement in Vietnam, the arms race and nuclear proliferation. He sponsored California's Nuclear Freeze Initiative in 1982 and in June 2000, he was a signatory to the Global Security Institute's Joint Nuclear Reduction/Disarmament Statement.

After his retirement, in addition to pursuing his hobbies of tennis and inventing, he supported his wife in her career as a Councilwoman and Mayor of Portola Valley.

Mr. Speaker, I ask my colleagues to join me in honoring this great and good man whom I was proud to represent and to call my friend. I ask my colleagues to also join me in extending my deepest sympathy to Homer's beloved wife, Eleanor, and his children Annette, Helen, Boyd and Homer, Jr. We are indeed a better nation and a better people because of him.

HONORING BARBARA ANN RIEDER,
DEPUTY DIRECTOR OF OPERATIONS

HON. ZOE LOFGREN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Ms. LOFGREN. Mr. Speaker, today I recognize the achievements of Barbara Ann Rieder, Deputy Director of Operations for the Public Health Department of Santa Clara County. Ms. Rieder is retiring after over 35 years of dedicated service to the people of Santa Clara County.

Barbara Rieder began serving in the Department of Public Health in 1963 as a staff Public Health Nurse after graduating from the University of California at San Francisco. She was consistently commended for her dedication and the quality of her nursing care, and was promoted to Supervising Public Health Nurse and then Director of Public Health Nursing. Inspiring others with her tireless work for the health of the community, in 1980 Ms. Rieder became the Deputy Director of Operations for the Public Health Department she had joined 34 years earlier.

Working through the Public Health Department, Barbara Rieder addressed public health crises such as AIDS and the effects of substance abuse on infants. Her work on behalf of children led to commendations from such diverse groups as the California Nurses Association, San Jose State University and the Women of Achievement Organization. Ms. Rieder's example has led many nurses to take a stronger role in legislative advocacy and public health. In her many articles and presentations, Ms. Rieder brought her compassion for the community to the often arcane matters of health policy.

Barbara Rieder expanded her service to the entire state during her tenure as the cofounder and president of the California Association of Public Health Nursing Directors, and as the president of the California Conference of Local Health Department Nursing Directors.

Barbara Rieder has been a role model and a leader in her community and in the county. After 35 years of service, her passionate concern for the health of the community is undiminished; her leadership and visionary approach have left their mark on both the Public Health Department and all of Santa Clara County.

I wish to thank Barbara Rieder for her compassionate and dedicated service to the County and wish her the best in her future endeavors. Furthermore, she has my personal thanks for our years of friendship. Her integrity, vision and strength will be sorely missed, but our lives are the richer for having had the chance to know her.

COMMENDING LT. GENERAL WILLIAM F. PITTS, AND REAR ADMIRAL ALLEN E. HILL

HON. KEN CALVERT

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. CALVERT. Mr. Speaker, today I speak with great pride to commend and praise two magnificent Americans—men who unselfishly made a career of serving their country, in times of peace and war, one in the United States Air Force and the other in the United States Navy. On November 20, 2000 I had the honor of emceeing an event where the names of these native sons—both born in my Congressional district of Riverside, California—were inscribed on the Mission Inn Fliers' Wall. The men of whom I speak so highly and hold in such esteem are Lieutenant General William F. Pitts, U.S. Air Force, and Rear Admiral Allen E. Hill, U.S. Navy.

On March 26, 1934, the first wing ceremony of the Mission Inn Fliers' Wall took place and established a tradition that recognizes great aviators and contributors of aviation. For the ceremony a pair of copper wings, bearing the name of the date that the flier visited the Mission Inn, is attached to the wall of the St. Francis Chapel—The International Shrine of Aviators. A 20th century phenomenon, man's taking to the sky can be recognized by any visitor to the Fliers' Wall today, we have all seen incredible events in air or space in our individual lifetimes. I was proud to witness Lt. General William F. Pitts and Rear Admiral Allen E. Hill place their wings among the 141 presently on the wall—the wings of pioneers and heros—taking their place of honor among the great birdmen of history.

Lt. General William Pitts gave over 36 years to his country in the United States Air Force commanding a broad array of units from a bombardment squadron to the sixth Allied Tactical Air Force in NATO at Izmir, Turkey. In World War II he flew B-29 aircraft striking at the Japanese Empire from Pacific bases on 25 missions. He completed his service at March Air Force Base (now March Air Reserve Base) in 1975 as the Commanding General of the Fifteenth Air Force, Strategic Air Command. The Fifteenth Air Force was responsible for the Strategic Air Command operations in the Western United States and Alaska with a mixed force of reconnaissance, bomber aircraft and missiles that supported the national strategic deterrence mission.

Lt. General William Pitts has received numerous decorations and awards during his service that include the Distinguished Service Medal, Legion of Merit with one oak leaf cluster, Distinguished Flying Cross with one oak leaf cluster, Air Medal with three oak leaf clusters, Air Force Commendation Medal, Purple Heart and others.

Rear Admiral Allen E. Hill made a career in the United States Navy serving as a carrier aviator, where he participated in five combat cruises and flew over 400 combat missions. In fact, he was twice deployed to Korea flying F-9/F-2 Panthers and, during his first combat cruise, he and three other pilots participated in the first all jet and highest aerial engagement in the history of air warfare. He retired only after accomplishing his objective of institutionalizing the tactical training of Naval officers

responsible for Battle Group operations, through his opportunity to establish in Washington, DC, an office of Director of Tactical Readiness. In that position he was the first Admiral to be completely responsible for Naval Warfare Doctrine, the tactical training of Fleet Commanders and Battle Group Commanders, and the Assessment of Warfare Readiness.

Rear Admiral Allen E. Hill has been awarded over fifty personal combat decorations, including the Distinguished Service Medal, Four Distinguished Flying Crosses, the Purple Heart, three Legion of Merit awards, the Korean War Presidential Commendation, two Bronze Stars with "V" clasps for valor in combat and many others.

Mr. Speaker, it is with pride that I bring the story of these two men to my colleagues. The Mission Inn Fliers' Wall recognizes the role aviation has had in America's fight for freedom and democracy. To Lt. General William Pitts and Rear Admiral Allen Hill I would like to say "God Bless You" and "God Bless America"—without them, and all of our service men and women, America would not be the strong and healthy democracy it is today.

A SPECIAL TRIBUTE TO WILLIAM D. HOOPER, D.D.S. FOR HIS DEDICATED SERVICE TO COLUMBUS, OHIO

HON. PAUL E. GILLMOR

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. GILLMOR. Mr. Speaker, it is with great pride that I today pay special tribute to an outstanding individual from the State of Ohio. Dr. William D. Hooper, a general dentist, is celebrating more than twenty-five years of distinguished service to his community in Columbus, OH.

Dr. Hooper, originally a Tennessee native, attended Lambuth College prior to entering the University of Tennessee, College of Dentistry. After graduation, he served the North Carolina Department of Human Resources as a practicing dentist. In 1975, he moved to the Columbus area where he has resided ever since.

Setting up his practice more than 25 years ago in Upper Arlington, Dr. Hooper and his staff have embodied the practice's motto, "Excellence by Choice." Dr. Hooper has constantly sought to hone his skills at the prestigious L.D. Pankey Institute for Dental Education. Throughout his career, Dr. Hooper has trained under some of the most recognized names in dentistry, such as Dr. Frank Spear of Seattle, WA, Dr. Peter Dawson of St. Petersburg, FL, and Dr. Mark Piper also of St. Petersburg, FL. He has mastered many techniques in cosmetic dentistry as well as focused on determining the many causes of Temporal Mandibular Joint Dysfunction and how to treat the problems associated with it.

Mr. Speaker, Dr. Hooper's dedication and service have earned him the highest regard for his character and abilities as a dentist. At this time, I would ask my colleagues of the 107th Congress to join me in paying special tribute to Dr. William D. Hooper. His professionalism and service to his community are an

example for all citizens of Ohio and across the country. We thank him, and wish him the very best in all of his future endeavors.

VOTING DISENFRANCHISEMENT

HON. DONNA M. CHRISTENSEN

OF THE VIRGIN ISLANDS

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mrs. CHRISTENSEN. Mr. Speaker, today this body meets in a joint session to certify the Electoral College votes for the 43rd President of our nation.

As an African American, a member of a "so called" minority and a person of Caribbean descent, while I accept the decision of the Supreme Court and will also accept the results of this process today, I do so with a strong resolve born out of the hurt and disappointment in the events of the past two months.

The disenfranchisement of many citizens of our country whose legally cast votes were not counted has left a dark cloud over the country—a cloud which will not easily clear with the inauguration and the administering of the oath of office. We cannot turn back the hands of time, however, nor change what is past. But we can determine to shape and direct our future.

And so I pledge to work with my colleagues in the Congressional Black Caucus, other members of Congress and national leaders to put in place whatever policies and introduce and support whatever legislation which will ensure that a travesty such as this never happens again. We must commit ourselves to restoring the integrity of the election process in this country.

As we return to work later this month, we must include among our first priority items addressing the many unmet needs in the Territories, in other districts of color, in our rural areas and poor communities.

The Congressional Black Caucus have in the past been referred to as the "conscience of the Congress" and the "Fairness Cops of the Nation." As such, we will take the lead on these issues on behalf of those we proudly represent. It is incumbent on all of us though—the president-elect and his Cabinet, as well as the leadership in Congress—to be our full partners in this effort to lift up all Americans and make sure that no one is left behind.

We have the wherewithal to do it, now as never before. A time of plenty like this is not promised again. And so, if not now, when!! And if not us, who!!

Let us seize this time to make America the great country it is destined to be.

HONORING HARRY E. JOHNSON, SR.

HON. KEN BENTSEN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. BENTSEN. Mr. Speaker, I honor today my fellow Texan Harry E. Johnson, Sr. for his

upcoming inauguration as the 31st General President of Alpha Phi Alpha Fraternity, Inc. in Houston, Texas, January 12–14, 2001.

It is fitting that as the world focuses on the election of the first American President for the 21st Century, Alpha members direct their time and attention to welcoming General President-Elect Johnson as a rising community leader. Throughout his career—and, as a loving husband to Karen and father to their children Jennifer, Harry Jr., and Nicholas—Harry Johnson has exemplified and advanced the Alpha Phi Alpha motto . . . "manly deeds, scholarship and love for all mankind."

General President-Elect Johnson, a native of St. Louis, Missouri, was elected to the position of General President after serving as the fraternity's Legal Counsel, Johnson practices law in Houston and serves as adjunct professor of Law at Texas Southern University's Thurgood Marshall School of Law. Honoring the legacy of past presidents, Johnson plans to fulfill many of the commitments started by his predecessors, including building a national memorial to Dr. Martin Luther King Jr. Alpha Phi Alpha was given the sole authority by the United States Congress to design and build a memorial to Dr. King. The winning design was unveiled during this past September's Congressional Black Caucus meeting in Washington, D.C. Johnson has made it clear that he will not waver from the fraternity's commitment to stand in the forefront of the civil rights movement. The national memorial to Dr. King for which Johnson is working to bring to fruition is a symbol of that commitment.

Included in Johnson's agenda for the next four years is an Economic Development plan that will allow Alpha Phi Alpha members the opportunity to infuse their local economies by bringing in National franchise into inner cities. He will also continue planning for the Centennial Celebration of the fraternity's founding. Rich with history, Alpha Phi Alpha Fraternity, Inc. is the first intercollegiate Greek-letter fraternity founded for African-Americans. In 1906, the fraternity's founders had two motives in starting the organization: empowering African-Americans through their continuance of their education and promoting fellowship and unity among college men in their continuous fight for African-American civil rights. Among those who have led the fight are distinguished Alpha Phi Alpha members such as W.E.B. DuBois, Adam Clayton Powell, Jr., Edward Brooke, Martin Luther King, Jr., Thurgood Marshall, Andrew Young, William Gray, Paul Robeson, and many others.

The inaugural event Harry Johnson is hosting in Houston sets the stage for a continuation of Alpha's dedication to public service. The theme for this unprecedented event, "Commitment, Excellence & Achievement . . . A New Generation of Leadership," will help Alpha Phi Alpha Fraternity to move forward with vigor, dedication and vision.

Mr. Speaker, Harry Johnson believes that regardless of our socio-economic backgrounds, in some capacity, we are all affected by the hardships that institutionalized racism has placed on African-American men. As the new General President of Alpha Phi Alpha, his commitment to education and mentorship will serve the communities of his fraternity well. I congratulate Alpha Phi Alpha and my fellow Texan and friend, Harry E. Johnson, Sr.

RECOGNIZE REVEREND RONALD I.
SCHUPP FOR HIS DEDICATION
TOWARDS A FREE TIBET

HON. LUIS V. GUTIERREZ

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. GUTIERREZ. Mr. Speaker, I wish today to give my full support once again to the work of Chicago civil and human rights leader Reverend Ronald I. Schupp, who is embarking on his fifth annual peaceful twenty-four hour fast and vigil outside of the Chinese Consulate in Chicago. Reverend Schupp is calling upon the government of the People's Republic of China to grant independence to Tibet and its people.

His vigil will be held on March 10, the day that is known each year as Tibetan National Day. This day recognizes the ongoing efforts and continuing struggle of the Tibetan people to gain their freedom.

I fully support Reverend Schupp and the vigil he is undertaking once again.

OBJECTION

HON. DONALD M. PAYNE

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. PAYNE. Mr. Speaker, in a short while we will gather in a joint session to count the electoral vote from November's Presidential contest. We will count these votes even though the Republican appointees on the Supreme Court slammed the door in the face of thousands of Florida voters by refusing to allow their votes to be counted. Ironically, Republican legal advisors used the "equal protection" clause of the 14th amendment to argue their case while denying equal protection to thousands whose votes were never counted. The message calls to mind George Orwell's famous words that "some are more equal than others."

One fact is not in dispute: that Vice President AL GORE won over 539,000 more votes nationwide than George W. Bush. That makes it even more important that we get an accurate vote in Florida.

As a member of the House International Relations Committee, I have had the privilege of monitoring elections around the world. Never have I seen a case like this—where one candidate's first cousin was hired by a major news network to call the election results; where that same candidate's campaign co-chair had the authority to certify the election results and rushed to do so before all ballots had been counted; where the certification was signed by the candidate's brother, the Governor, and where Supreme Court members appointed by the candidate's father halted a vote count. Is this the model of democracy we want to hold up to the rest of the world? I urge my colleagues to refuse to be a part of this undemocratic process.

IN MEMORY OF PAUL STANLEY
EBENSTEINER

HON. ELTON GALLEGLY

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. GALLEGLY. Mr. Speaker, I wish to pay tribute to Paul Stanley Ebensteiner, a deco-

rated patriot, a successful businessman, a loving family man, a philanthropist, and a good friend.

Paul passed away Sunday, leaving behind a legacy of living, achieving and sharing the American dream.

He joined the Marines during the Korean War, where he served with distinction. An excerpt from his official service record book reads: "Combat operations against North Korean Forces; assault and seizure of Inchon, Korea; capture and securing of Seoul, Korea; operations against enemy forces in south and central Korea; is authorized to wear the Bronze Star, Good Conduct Medal, Korean Service with three stars, Presidential Unit Citation with one star, Purple Heart, and the United Nations Service ribbons." Paul retired from the Marines at the rank of Technical Sergeant.

In 1970, he founded the Ebensteiner Company, one of the largest general engineering contractors in California. He was named Contractor of the Year in 1999, and was a member in good standing with the Southern California Contractors Association.

At about the same time as he founded Ebensteiner Company, he married June. Together they raised seven children: Paul George, Rebecca, Pennie, Debra, Suzanne, Therese, and Christine. Paul and June are also blessed with 10 grandchildren.

Paul Stanley Ebensteiner was a successful family man and businessman, and he believed in sharing his blessings with the community. Among the philanthropic organizations he and June supported were Mary Health for the Sick, the building of the Los Angeles Cathedral, the United States Hospice Foundation, and the June Ebensteiner Hospice Foundation.

Mr. Speaker, Paul realized his dream and then shared his dream with many, many more. He was, to me, the definition of a Great American. I know my colleagues will join me in sending condolences to his family and in paying tribute to his memory.

SALUTE TO FIRE ENGINEER CHRIS
ALTEN

HON. JOE BACA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. BACA. Mr. Speaker, I would like to salute Fire Engineer Chris Alten, the Montclair Fire Department Employee of the Year.

Our brave firefighters do a hero's work, exposing themselves to danger, in acts of selfless heroism. As Fire Engineer, Chris ensures that the Montclair Fire Department is in top condition to meet these challenges, contribution to excellent quality and livability of fire stations.

Chris joined the Montclair Fire Department as a Comprehensive Employment Training Act (C.E.T.A.) Firefighter in October 1976. Chris was hired as a regular Firefighter in October 1979. Chris' mechanical abilities and skills contributed to his quick promotion to Fire Engineer in July 1980.

It is a combination of Chris' mechanical abilities, his "can do" attitude and his steady and extremely dependable contribution to his crew and to the Montclair Fire Department that led to his selection as the Montclair Fire Department Employee of the Year.

During his employment, Chris has saved the City thousands of dollars in both time and material through a variety of construction projects that would have otherwise been done by outside vendors. Examples include: the replacement of all of the sinks and faucets in the fire stations, several remodeling projects that included framing, drywall and the installation of windows and doors in both stations and innumerable small projects.

Chris is a multi-talented and valued employee of the Montclair Fire Department. We in the Congress salute him for his selfless efforts and achievements.

A TRIBUTE TO HENRY SCIARONI
ON THE OCCASION OF BEING
AWARDED THE BRONZE STAR

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Ms. ESHOO. Mr. Speaker, 56 years ago Lt. Hank Sciaroni led a group of U.S. troops through hostile Nazi territory after his bomber crash-landed on an Italian beach. His heroics went unrecognized until December 18, 2000 when he was finally honored for his valor with the Bronze Star.

On October 20, 1944, when Lt. Sciaroni realized that his B-24 Liberator bomber wasn't going to make it back, he told his pilot to crash land on the Italian beach below because he knew that the B-24 was a heavy plane that would sink before the crew could get out.

It was not the only time Lt. Sciaroni would have to think quickly. After the wheels-up crash landing, Lt. Sciaroni took command of one of the three groups created by the downed crew members. For the next two weeks Lt. Sciaroni used his training, his quick thinking and his ability to speak Italian not only to evade capture and get his group back to safety, but to collect vital intelligence along the way. The other two groups of crew members were captured by German forces. Lt. Sciaroni would have been recommended for a medal, but by the time he made it back to his squadron his commanding officer who would have nominated him had been killed in action. Lt. Sciaroni went back into action and served out the War.

When I became aware of this war time story, I committed myself to secure the honor which had evaded this young and brave Lieutenant for 56 years. While it is extremely rare for medals to be awarded so long after an episode has occurred, we searched the military archives for crew reports. Fortunately, Hank Sciaroni had saved a copy of a report the frontline unit made when he reached friendly forces. After petitioning the U.S. Army, they granted our request and Hank Sciaroni was finally honored.

Mr. Speaker, it is a great privilege to honor Hank Sciaroni with the Bronze Star. He represents the collective courage many of our

soldiers displayed during WWII and we are a grateful and better nation because of him.

COMMEMORATING THE COMPLETION OF THE 103-MILE ADOPTED REGIONAL METRORAIL SYSTEM

HON. STENY H. HOYER

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. HOYER. Mr. Speaker, this region, and indeed this Nation, can take great pride in the fact that on Saturday, January 13, 2001, the final rail transit segment of the planned 103-mile Adopted Regional Metrorail System will be put into service. This most significant milestone represents the culmination of a great dream of a visionary group of people in the 1960's that our Nation's Capital would join other great capital cities in having a rapid transit system.

Congress was a full partner in the creation of WMATA, beginning in 1952 when Congress passed the National Capital Planning Act mandating that plans be developed to facilitate movement throughout the region. In 1967, the

Washington Metropolitan Area Transit Authority was created by Congress to build and operate a premier subway system worthy of the Nation's Capital. Every Congress and Administration since has recognized and confirmed the Federal commitment to the Metrorail and Metrobus system.

From the outset, construction of the Metrorail system was a monumental undertaking. As directed by President Lyndon Johnson, it was monumental in design, befitting the beauty and dignity of our Nation's Capital. Metro's designers used architecture that is aesthetically compatible with the history and symbolism of the capital city. Architects sought simplicity, durability, and a sense of timelessness that would serve future generations.

On January 13th, we will gather at the Branch Avenue Station in Prince George's County Maryland to symbolically drive the last spike in the 103-mile Metrorail System. We can only marvel at the handsome return on investment on the public's \$10 billion investment and remember that in today's dollars the 103-mile system would have cost \$22 billion.

Since opening day in March of 1976, more than two billion transit rides have been taken. We have revitalized communities in the vicinity of rail stations. Engineers and contractors from

throughout the nation have benefitted from jobs and construction contracts. We have reduced energy consumption, improved air quality and enhanced mobility for the transit dependent. Everyday the Metrorail and Metrobus system take thousands of people to jobs, schools, hospitals, family and other pursuits. It is virtually impossible to truly quantify the unlimited contributions our world acclaimed Metro system has made to the quality of life in the national capital region.

Metrorail ridership has been topping records over the past year. Of the top twenty-five weekday ridership records in Metrorail history, twenty-two have occurred in the last year, as Metrorail carried over well 600,000 trips on those days.

We in Congress, the region, and the Nation can be proud that we have created such a fine public transit system, worthy of our capital. The success of the beautiful Metrorail system is testament to the vision and federal-regional cooperation over the past fifty years, as well as the profound dedication of the people that designed, built and now operate the finest transit system in the world. Please join me in congratulating WMATA on achieving this awesome milestone.